

# South Davis Transit Study

## Project Description

Utah Department of Transportation and Utah Transit Authority have teamed to develop a Draft Environmental Impact Statement (DEIS) for mass transit in South Davis County. The study is being conducted to identify the best transit solution or solutions for South Davis County.

The DEIS builds on a previous study that was conducted by the Wasatch Front Regional Council and is divided into two phases. The first phase is comprised of an Alternative Analysis process that marks the first step toward obtaining eligibility for federal funding through the Federal Transit Administration. The Alternatives Analysis will conclude with the identification of a Locally Preferred Alternative in late 2007.

The second phase of the South Davis Transit DEIS is the detailed evaluation of impacts pursuant to the National Environmental Policy Act. The timeline for the second phase of the DEIS has not yet been determined.

## Study Area



## Project Schedule

### Sub-Committee Meetings and Tasks



Speakers Bureau, Community Meetings,  
Web Site, Comment Forms, Brochures, Newsletters,  
Quarterly News Updates, and School Projects

\* We are here.

## Contact Information

For information regarding this project please contact:

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(801) 262-8700

Project Hotline: 1-888-721-4211

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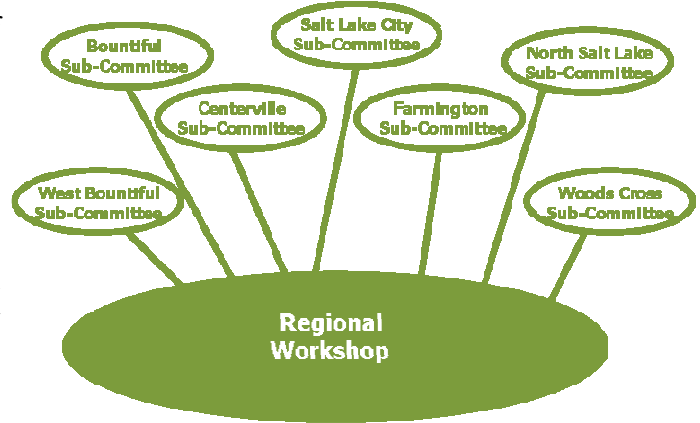
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## Public Outreach

In February 2007 an extensive public involvement program was undertaken to gain community input on the project as it progresses through the major tasks. Part of this program included the creation of sub-committees to represent each community in the study area. Sub-committees have assisted in a number of tasks including the identification of community concerns and the development of a community vision. Regional workshops with representatives from each of the sub-committees have also been held to maintain a regional perspective for the project. Information below shows the processes through which a draft purpose and need statement has been developed for the project. The development of these statements is a requirement by the Federal Transit Administration and are used to explain why the proposed project is being undertaken.

## Regional Workshops



## Draft Purpose and Need Statement

**PURPOSE STATEMENT:** *The purpose of the transit project in South Davis County is to create a complete transit system within the study area that connects to transit options serving the rest of the region. Transit projects should serve the demand for north/south travel, while also improving east/west connectivity. The proposed project should result in the overall reduction of auto trips by increasing ridership, especially during commute periods. This project creates an opportunity for the consideration and integration of land use plans and the coordination with auxiliary facilities that make transit attractive to the passenger.*

**NEEDS STATEMENT:** *Residents of South Davis County have expressed the need for better integration of the current system and increased transit service. While the overall demand for transportation is strongest in the north/south orientation (overall), there is a need to improve the east/west access to north/south movements. To increase ridership, both the efficiency and attractiveness of transit service in the corridor must be improved. These changes include such elements as: (1) coordinated and timely transfers; (2) the ability of patrons to access transit stops; (3) increased route coverage on east-west streets; (4) higher frequencies on routes; and (5) improved bus stop facilities and transit information. Residents have also expressed the need for other improved auxiliary facilities such as bicycle routes, sidewalks, and bus shelters. Education of a transit system is a key component of whether an individual decides to use transit. Patrons must be given the knowledge necessary to identify routes and find park-and-ride locations. Data collection and analysis indicates that the demand for travel will be strongest between the southernmost cities of South Davis County, and the CBD of Salt Lake City. Modeling shows that, after planned improvements, automobile trips will outweigh the capacity of the roadways on select north/south roadways, as well as at key east/west intersections in the study area, reflecting the need for a reduction in automobile trips to improve mobility.*



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